

AMUSEMENTS

DOLE MATINEE TODAY
"LEAVE IT TO JANE"
America's Best Musical Comedy
NEXT WEEK SEATS NOW
Matinee Thursday and Saturday
THE WONDER SHOW OF THE UNIVERSE!
THURSTON
THE GREAT MAGICIAN
Matinee 2:30, 5:00, 7:50 and 10:00
Maine

SHUBERT-BELASCO
TONIGHT, 8:20—5:00 to 10:00
Matinee Saturday, 2:30—5:00 to 10:00
DAVID BELASCO Presents
"TIGER ROSE"
With LENORE ULRIC
Next Week—Starting Sunday—
GUY BATES POST
in "THE MASQUERADER"

Washington Fine Art Enterprises
One B. Talbot, Managing Director.
ISADORA
DUNCAN
DANCERS
—AND—
COPELAND
Seats now selling. Box office
Theater. Prices: \$2.50, \$2, \$1.50, \$1

Seats Now Selling for
N. Y. SYMPHONY
ORCHESTRA
WALTER DAMROSCH, Conductor.
TUESDAY, DEC. 17,
JOSEF HOFMANN, Soloist
Tickets, \$2.50, \$2.00, \$1.50, \$1.00—
Office of T. Arthur Smith, 1206 G st.

S-K-A-T-I-N-G
in America's Largest and Finest Rink.
Police Instructors. Refined.
Central Coliseum Penna. Ave. at 9th.
Tues. 8:00 to 10:00—S to 10:30

B.F. KEITH'S
DAILY 1:30, 3:30, 5:30, 7:30, 9:30
"FULL OF VIM"—Merald
Adorable
TRIXIE
FRIGANZA
"In Camp"
LT. GIZ-ICE—OTHER HITS

MOORE'S RIALTO
THE TEMPLE OF THE MUSES
The Wonder of Washington
And Still New Performances Daily Are Being Added to Heap High
the Measure of Artistic Triumph.
FOR THE ENTIRE WEEK

NAZIMOVA
EYE FOR EYE
Ditmar's "Mysteries of the Deep," an Amazingly Beautiful Study
Done in the Tint of Nature.

Current Events—A Refreshing Comedy
Supplemented by a Series of Incomparable Contributory
Features Including
THE FAUST TRIO
Continuous, 11 A. M. to 11 P. M.—Box Office Open at 10 A. M.

SCOOP
Next week will be shown for the first time in Washington the
official pictures of the surrender of the German Grand Fleet, down
to the last U-boat, to the naval forces of the allied powers.

STRAND GARDEN
TODAY—FRI.—SAT.
SESSUE HAYAKAWA
IN
"The Temple of Dusk"
An Oriental Masterpiece.

TODAY—LAST TIMES
ELIZABETH RISDON
IN
"THE HYPOCRITES"
By Sir Henry Arthur Jones.

The
Corcoran Gallery of Art
Announces
At Urgent Public Request
A Special Opening of the Gallery
Friday Evening, December 13
From 7 Until 10 P. M.
Showing
The Official British Naval Photographs
Largest Photographs in the World, Depicting Every
Phase of Naval Warfare.
Admission 25 Cents
This exhibition will continue until Sunday evening.

LOEW'S PALACE
F St. at 13th
NOW PLAYING
SHIRLEY MASON
AND
ERNEST TRUAX
IN
"GOOD-BYE, BILL!"
NOW PLAYING
LOEW'S COLUMBIA
F at 12th St.
Continuous 10:30 A. M. to 11 P. M.
NOW PLAYING
ENID BENNETT
IN
"FUSS AND FEATHERS"
GAYETY
5th Below F
All Week
Dave "Snuffy" Marion
In His Newest Sensation,
"AMERICA FIRST."
Next Week—"The Liberty Girls."

FIVE-YEAR TEST WOULD ASSURE U.S. OWNERSHIP OF RAILROADS

Director General McAdoo's plan for a five-year extension of governmental railroad operation, if adopted by Congress, would mean, eventually, Government ownership, in the opinion of many high authorities here today.

Though, in advocating this system, Mr. McAdoo declared he, himself, did not believe it necessarily would mean Government ownership, many other authorities disagree with him.

His plan, revealed in a letter to Senator Smith and Congressman Sims, is endorsed by President Wilson. It contemplates testing Government control for five years after peace is declared. Either this should be done, he says, or the roads should be given back to private control as quickly as possible.

No Fair Test Yet.

Mr. McAdoo pointed out financial adjustments and conflicts between State and Federal jurisdiction make it difficult to continue the Government control for only a brief time and still do justice to the companies themselves. The five-year period, he holds, would permit of proper financing without the present limitations and would give the nation what he says is entitled to—a fair test of such control under normal conditions.

Experts on railroads declare his system, operating in a world possessed of broader socialized views than ever before, would certainly lead to Government ownership. These authorities say Government operation was not properly demonstrated in war times, for then costs went by the board—sacrificed for speed and other considerations.

Three Courses Open.

The letter, in part, follows: "The question of railroad legislation is of such vital importance to the country that I take the liberty of submitting to you my views on the course that should now be pursued. The war is ended and we are now confronted with the necessity of either legislating intelligently about the railroad problem at this session of the Congress, or of promptly returning the railroads to their owners."

"Less than three months of the present session of the Congress remain. It will be impossible, I presume, to secure legislation in this short period providing a permanent solution of the railroad problem. This being true, only three courses are open: (1) Government operation of the railroads for one year and nine months following a proclamation of peace, which would mean, in my judgment, Government operation for a period in no event longer than two years and three months; (2) The prompt return of the railroads to private control; or (3) extension of the period of Federal control to five years."

Present Law Inadequate.

"I am convinced that it is wholly impracticable, as well as opposed to the public interest, to attempt to operate the railroads under the provisions of the present law. In the first place, the time is too short, and, secondly, the present legislation is inadequate."

"As to the shortness of time, it is clear to me that the railroads cannot be successfully operated under Federal control during the next two years in the face of an automatic transfer to private control at the end of that time or of an earlier relinquishment by proclamation of the President. Every month that passes will bring more clearly to the minds of the officers and employees the fundamental change in management that is impending, and the question as to what that change means to the individual is against human nature that there can be complete and unflinching attention to duty under such difficult circumstances."

"From the standpoint of needed improvement, the period of two years is entirely too short a time within which to plan and carry out the comprehensive improvements which ought to be made to meet the country's requirements under peace conditions."

Authority Is Doubt.

"Because of the inadequacy of the present legislation, the authority of the States and the Federal Government has been left in doubt by provisions which are opposed when the bill was under discussion."

"Upon the efficiency of the transportation machine in America depends in great measure the future prosperity of the nation. Involved in this prosperity is the extension of our foreign trade. Our transportation system, both on land and water, must function at the highest point of efficiency and at the lowest possible cost, if we are to get our reasonable share of the world's trade and in turn be able to keep a prosperous, contented and happy population at home."

To attempt to continue Federal control under the inadequate provisions of the present Federal control act, and for the very brief period it authorizes, would be to multiply our difficulties and invite failure. On the other hand, I am convinced from the experience of the past year that the return of the railroads to the old competitive conditions will be harmful to the public interest and to the railroads themselves. This course, however, will bring fewer evils in its train than the unsatisfactory, if not impossible, Federal control provided for by the present act.

Extension Only Wise Course.

"There is one, and to my mind only one, practicable and wise alternative, and that is to extend the period of Federal control from the one year and nine months provided for by present law to five years, or until the first day of January, 1924."

This extension would take the railroad question out of politics for a reasonable period. It would give competence to railroad officers and employees. It would admit of the preparation of a plan for the future."

AMUSEMENTS

NATIONAL Tonight, 8:20.
Charles Frohman Presents
OTIS SKINNER
In His Greatest Triumph,
The Honor of the Family
Next Week—Wm. Gillette, in Dear Brutus.
NEXT WEEK SEATS NOW
—FIRST TIMES IN AMERICA—
Charles Frohman Presents
WILLIAM GILLETTE
In J. M. Barrie's New Comedy,
"DEAR BRUTUS"

Seats Now Selling
LOUIS GRAVEURE
—SONG— FRIDAY
RECITAL —4:30—
Tickets: \$2.00, \$1.50, \$1.00. Office of
T. Arthur Smith, 1206 G St.
EVERYBODY PLEASED
D-A-N-C-I-N-G
Nightly 8:30 to 12.
In America's Most Beautiful Midcity Garden
to Motion Pictures and Jardin d'Amour.
Penna. Ave. at 21st St.

LOEW'S PALACE
F St. at 13th
Continuous 10:30 A. M. to 11 P. M.
NOW PLAYING
SHIRLEY MASON
AND
ERNEST TRUAX
IN
"GOOD-BYE, BILL!"

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GAYETY
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All Week
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"AMERICA FIRST."
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tion and carrying out of a comprehensive program of improvements of the railroads and the terminal facilities which would immensely increase the efficiency of the transportation machine. It would put back of the railroads the credit of the United States during the five-year period so that the financing of these improvements could be successfully carried out. It would offer the necessary opportunity under proper conditions to test the value of unified control, and the experience thus gained would of itself indicate the permanent solution of the railroad problem.

"The American people have a right to this test. They should not be denied it. It is to their interest that it should be done. In my opinion, it is the only practicable and reasonable method of determining the right solution of this grave economic problem."

Test, So Far, Not Conclusive.

"I am not now and have not been for the past year interested in proving or disproving the theory of government ownership or any other kind of theory. The railroads have been operated for the past year with the purpose of serving efficiently the public interest. It is the time to test at the same time furnishing the best possible service to the public, whether such operation tended to prove government ownership or a modified form of private ownership under effective Federal regulation, should not cause us to hesitate or refuse to test the value of public opinion in a democracy like ours, where public opinion and the judgment of the majority must finally control the plain duty is to take those steps which will fully inform public opinion so that the judgment may be based upon knowledge rather than upon theory."

Should Peace Condition Squarely.

"Those who may oppose an extension of five years should face the situation squarely and acknowledge that they are opposed to the immediate return of the railroads to private control under the old conditions without remedial legislation. It is idle to talk of a return to private control under legislation which will cure the defects of the existing laws. There is neither time nor opportunity for such legislation at present. It is impossible and hopeless for the Government to attempt the operation of the railroads for twenty-one months after peace under the present law."

"Therefore, the country should squarely face the condition that the railroads must promptly go back into private control with all existing legal difficulties unless the only practical alternative—viz., an extension of time—is promptly granted."

"I hope that the Congress in its wisdom will grant a five-year period for a test of unified railroad operation under the provisions of the Government alternative—viz., an extension of time which will make that test effective and at the same time take the railroad question out of politics while the test is being made. Unless this is done I do not hesitate to say the railroads should be returned to private ownership at the earliest possible moment. The President has given me his permission to say that this conclusion accords with his own view of the matter."

EXTRA HOLMES LECTURES.

Owing to the unusual demand for tickets to the Burton Holmes Traveling talk series at the National Theatre, it has been found necessary to arrange for two extra matinees to accommodate those who were turned away at the lecture already given. Unless this is done I do not hesitate to say the railroads should be returned to private ownership at the earliest possible moment. The President has given me his permission to say that this conclusion accords with his own view of the matter."

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CRITERION
9th & D Sts. N.W.
Today and All Week
William Fox Presents
Evelyn Nesbit
AND HER SON
Russell Thaw
IN
"THE WOMAN WHO GAVE"

THE NEW LYCEUM
Pa. ave. at 11th St. Phone Frank 7508
"HELLO, PAREE"
All This Week—Matinee Daily.
Hear Ruby Garrison sing from the audience the latest songs. You'll get the Love That's Coming to You.
F-O-L-L-Y Penna. Ave. at
Ninth St. N.W.
Today, 2:30 and 8:20 P. M. Some Show
BURLESQUE

Crandall's METROPOLITAN
• TO-DAY •
HADGE
KENNEDY
IN
"A Perfect Lady"
Other Attractions.
Concert Orchestra.

LOEW'S PALACE
F St. at 13th
Continuous 10:30 A. M. to 11 P. M.
NOW PLAYING
SHIRLEY MASON
AND
ERNEST TRUAX
IN
"GOOD-BYE, BILL!"

Total Casualties Announced Now 137,146; 1,210 Dead, 3,233 Wounded in Today's Lists

The War Department gave out two army casualty lists today which contained 4,887 names, bringing the total for the army up to 132,244. A marine corps casualty list was issued today which contained 108 names, bringing the total number of casualties for the army of service up to 4,992. The total for both army and marine corps so far announced is now 137,146.

The army lists issued today contained the names of 645 killed in action, 188 died of wounds, 29 died of accident and other causes, 470 died of disease, 1,842 severely wounded, 833 wounded to a degree undetermined, 886 slightly wounded and 547 missing in action.

DISTRICT BOYS IN TODAY'S CASUALTY LIST.

KILLED IN ACTION—Capt. Kirt Green, 737 Twelfth street southwest.

DIED OF WOUNDS—Private Joseph D. Montana, Colorado apartment, Colorado avenue; Private Edward M. Watkins, 1007 Seventh street northeast; Private James R. G. Goggin, 1322 Florida avenue northwest.

DIED OF DISEASE—Wagoner Henry T. Collier, 3549 Thirtieth street.

WOUNDED SEVERELY—Sergeant Fred E. Hall, 1420 Q street northwest; Corp. Henry Clayton, 85 G street northwest; Private Willie O. Weakley, 413 B street southeast.

WOUNDED (DEGREE UNDETERMINED)—Lieut. Andrew W. Harris, 1149 Twenty-first street northwest; Capt. Robert W. Patterson, 1309 Konyon street northwest; Sergeant Charles I. Lucas, 1763 Seaton street northwest; William Johnson, 1328 Morris road southeast; Cook Henry Washington, 1021 Nine-and-a-half street northwest; Private William T. Hayes, 117 Tenth street southeast; Private John Durham, 2132 Ward place; Private Morton E. Lee, 33 Sixteenth street northeast.

MISSING IN ACTION—Private William M. Brawner, 110 B street northeast.

IN HANDS OF ENEMY, PREVIOUSLY REPORTED MISSING IN ACTION—Gunnery Sergeant Joseph B. Baylis, 1430 V street northwest.

SECTION ONE

KILLED IN ACTION

CAPTAIN.

Richmond, Newton R. Amarrar.

LIEUTENANTS.

Mass. Plymouth, John H. Shaw.

Tex. Taylor, William H. Taylor.

Cal. Calaveras, John H. Shaw.

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Pa. Philadelphia, William Nickles.
Ohio, Cleveland, Frank O'Neil.
N. Y. Brooklyn, Fred W. Stark.
Tex. Dallas, George H. Barker.
N. Y. New York, Walter E. Kessler.
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Ohio, Cleveland, Frank O'Neil.
N. Y. Brooklyn, Fred W. Stark.
Tex. Dallas, George H. Barker.
N. Y. New York, Walter E. Kessler.

DIED FROM ACCIDENT AND OTHER CAUSES.

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